

EXHIBIT BB

2000 Mile Test

2002 Ski-Doo MX Z REvolution (Prototype)

Do you know what it's like to start a Revoultion? Ski-Doo does.

It is difficult to know where to begin with this machine. Photos simply do not do this sled justice. Riders have been asking for a smaller, lighter, more agile machine with all of the power intact; well, here it is. Maybe it could be described as feeling like a Yamaha Snow Scoot with an 800 twin. We're told the REV is about 25 pounds lighter than a 2002 MXZ, which should place it in the 450-pound range. Before you even get to ride it, one instantly notices how small the machine looks in comparison to a traditional sled. The A-arm front suspension looks more like the Bombardier DS-650 ATV than it does an Arctic Cat, Blade, or Yamaha. The radical appearance gets your attention, as does the hinged rear cover over the tail end of the machine. But all of these nuts-and-bolts details have less to do with what makes this sled so unique than the change in rider position. Only the REV moves the rider 12" forward, and riding a snowmobile will never again be the same!

SnowTech Magazine has been evaluating a factory prototype REV (serial #000004) for over 2000 miles this winter, and we're here to tell you this sled will forever change the way many of us ride. In the case of the REV, it appears the design team that worked on this project was willing to try something very new and different. The REV uses a "Pyramidal



frame" with the engine mounted down underneath the rider, positioned more like an ATV than a snowmobile. This frame increases the structural rigidity, providing a strong platform for suspension tuning.

Riding the REV, one becomes even more aware of how different this machine is. With the

rider positioned 12" forward, the feeling of weight distribution and body positioning is more like a dirt bike than ever before. You can pivot your weight on the floorboards much like balancing on the foot pegs of a dirt bike. Instead of your weight being carried primarily by the rear arm of the rear suspension, you can



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now lean fore and aft, distributing your weight across the front suspension, front arm and rear arms of the rear skid.

The REV projects a nimble sports car feel, much like a mid-engine Porsche. The centered mass and lighter overall weight, combined with the far-forward riding position, make the sled agile, nimble, and quick reacting. It feels like a shorter vehicle (the sports car feel) with the rider this far forward. The basic concept is simple and valid: the rider is the single heaviest component of the machine/rider combination. Moving the rider 12" forward has a far greater affect on centering the mass and reducing the moment of inertia than any component relocation or re-design.

Sitting all the way back on the seat on traditional snowmobiles causes a few things to happen that the REV eliminates: on "normal" machines, with the rider sitting all the way back on the seat, if you want or need to stand up for some bumps, you're basically forced to pull your body weight up off the seat with your arms and upper body, effectively bench-pressing your body weight. This causes upper body fatigue. On the REV, your feet are not out in front of you but underneath you, more like a dirt bike (ask a dirt bike rider what hap-

pens to the control of their scooter if they sit all the way back on the seat!). If you need to stand up to take bumps on the REV, your legs do all of the work, and your legs are far stronger on most people than your upper body.

The same goes for bumps. Sitting all the way to the rear on the seat can allow some wicked bumps to be taken up through your back. On the REV, your legs are underneath you and the bumps are taken by your stronger legs. Rarely does your back ever take a direct hit. By sitting so far forward, the rider is not exposed to the extreme motion at the end of the "lever", so the amount of energy being transmitted to your legs is less than what your back used to see. Back in the old days (1960s) when there really was no suspension under snowmobiles, riders always had their legs underneath them because this was the only suspension they had!

This isn't to say that you should plant yourself far forward and never move. Each rider will develop his or her own riding style, and we've discovered that you will slide forward and backward much like riding a dirt bike or any other sled, it's just you will always be about a foot further forward than on any other machine. Off-camber corners and down hills

is where you'll find the need to slide back some on the seat. You'll also find yourself standing more because it is so easy to do. Bumps that used to make you cringe will now seemingly disappear as you adapt your style and become more active, because it is easier to do in this forward position.

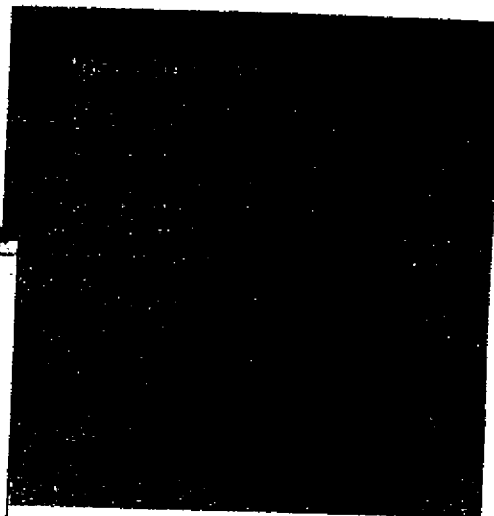
We wonder if there is more going on with the hinged rear cover than one might suspect. This tight rear panel does a good job at reducing the snow spray for following riders, and is totally awesome at keeping the rider's back and butt free of snow and dry - best sled ever at keeping the rider dry. There's a generous rear storage area, but don't sit on the hinged plastic cover - it can crack. While this design is clearly intended to optimize trail usage, the lack of "clean-out" reduces the machine's deep snow capability in this configuration. The deep snow performance isn't totally dismal, but it's not all that great right now. We suspect Ski-Doo is working on various kits to allow installation of a longer track and possibly even a longer linkage for those who want improved deeper snow performance. The tunnel extension like what the Ski-Doo Open race sleds feature would do the trick.....

Up front, this is easily the best front suspen-



Best Trail Sled

Anyone who tries to tell you the Ski-Doo MX Z REV is a snowcross-only machine is wrong. This sled will most likely satisfy a larger number of riders than any other. It is a proven snowcross platform, but it is one of the easiest machines available to ride down a trail. The exclusive forward-riding position eliminates upper body fatigue and routes the bump impacts to your legs instead of your back. Most anyone from a novice to an expert will instantly recognize the ease of riding and increased fun-factor while on a REV. Other sleds require more effort and input. The Sport calibration is fitted with HPG VR shocks, both center and rear positions in the skidframe, and this is the sled of choice for trail use, with the X package better suited for more aggressive riders and conditions.



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